

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

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(202) 426-8787

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Forwarded to:

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SAFETY RECOMMENDATION(S)

P-76-14 through P-76-15

About 3:00 p.m. on January 17, 1975, a pipe ruptured at the Mid-Valley Pipeline Company's Lima, Ohio, crude oil terminal. A motor-operated valve within the terminal had been closed inadvertently and pressure had built up. When the pressure exceeded the 720-psig working pressure rating of a substandard flange, a 14-inch long crack developed. Crude oil was sprayed from the crack, atomized, ignited, and burned; flames resulted which were more than 100 feet high.

Attempts to extinguish the fire and to shut off valves to the terminal were hampered when overhead high-tension power lines burned, arced, and fell into the pipeline terminal yard. The fire destroyed the terminal buildings and killed the terminal deliveryman.

The pump station upstream from Lima at Pymont, Ohio, closed down automatically when a discharge pressure of 1,240 psig was reached. The Lima pressure reading at Longview indicated its maximum possible reading of 522 psig when the pipeline ruptured. However, the actual pressure was between 522 psig and 1,240 psig; this unrelieved, high pressure caused the terminal pipe to rupture. There were no adequately sized pressure-relief valves along the pipeline system between the discharge valves at the Pymont pump station and the discharge valves at the Lima terminal. Consequently, the 20-inch pipeline between Pymont and Lima was also overpressured.

1534-A

PAR-76-3

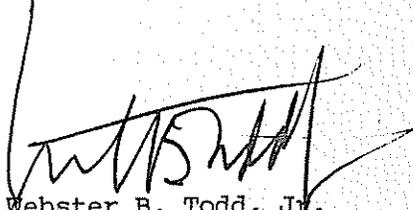
The starting of a company pickup truck probably caused the oil to ignite. This truck had been sprayed with atomized oil when the pipeline ruptured. When the deliveryman started the truck to remove it from the meter building, he had to drive it through an extensive oil pool created by the overflowing of three underground sump tanks.

Therefore, the National Transportation Safety Board recommends that the Mid-Valley Pipeline Company:

1. Install pressure-relief devices not only to protect the rebuilt terminal at Lima, but also to protect the 20-inch pipeline between Pymont and Lima. (P-76-14) (Class II, Priority Followup)

2. Rewrite portions of its procedures manuals to prohibit the routine parking of vehicles in terminal or station buildings where hazardous products are handled. (P-76-15) (Class II, Priority Followup)

TODD, Chairman, McADAMS, BURGESS, HALEY, and HOGUE, Members, concurred in the above recommendations.



By: Webster B. Todd, Jr.  
Chairman

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